

Chapter 2 Airspace

2-1. Restricted Areas around CJR. Camp James E. Rudder (CJR), also referred to as Florida Ranger Camp (FRC) or AUX Field 6, sits in the middle of Eglin's R-2915A restricted airspace (SFC-UNLTD). Just south of R-2915A, in the vicinity of Hurlburt Field, is R-2915B (also SFC-UNLTD). Immediately south of R-2915B (south of Santa Rosa Island) is R-2915C (8500-UNLTD).

Below the R-2915C restricted airspace is the FAR Part 93 area known as the Eglin East-West Corridor. A Special Air Traffic Rule, FAR 93, requires pilots to obtain an ATC clearance/advisory prior to entering and operating within the designated airspace. In order to do this, contact Eglin Approach on 132.1. Similarly, the Eglin North-South Corridor exists east of R-2915A/B/C and encompasses Eglin AFB, Duke Field, and Destin. Pilots should contact Eglin Approach on 124.05 for this corridor.

In the case of R-2915A/B/C, the coordinating agency is the Range Operations Control Center (ROCC). The ROCC divides the airspace up into parcels, called PROFILES, which have associated altitudes and boundaries. This airspace is scheduled as much as 10-45 days in advance and each is assigned a mission number.

The controlling agency is Eglin Mission Control (UHF 315.00, weekdays) or Pensacola Approach (VHF 125.1, weekends). Pilots MUST contact by phone or radio and receive permission from one of these controlling agencies prior to entering or use of the airspace. Pilots can expect limited reception below 300' AGL. Be prepared to give the controlling agency a mission number and the assigned profile.

NOTE: CJR lies within the boundaries of what is referred to as the "B-6" profile. The airspace could be "HOT" with paradrops or other activity that may not be readily apparent.

In the event of an actual Aeromedical Evacuation, the RTB TOC will immediately contact Eglin Mission Control and coordinate the closure of airspace between CJR and the MEDEVAC pickup point, and between the pickup point and Eglin AFB hospital (primary hospital). This does not relieve pilots of the responsibility of contacting Mission Control or Approach and confirming that MEDEVAC airspace is available. A typical MEDEVAC flowchart is provided as Appendix I.

2-2. Obtaining Airspace (for training). Coordinate through the S-3 Air at least 48 Hours in advance. Obtain mission number from S-3 or S-3 Air.

NOTE: A mission number is required for ALL flights within Eglin's restricted airspace. Mission numbers cost \$200.00 each and are funded from the 6th RTB training budget.